

SECRET SECRET

REPORT

CD NO

CD NO

DATE OF

INFORMATION 1949

DATE DIST. 10 Oct 1949

NO. OF PAGES 14

SUPPLEMENT TO
REPORT NO.

SUPPLEMENT TO
REPORT NO.

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated.

EXPANSION AND DEFICIENCIES IN RAILROAD OPERATIONS DISCUSSED

NIGHT OPERATIONS EXPAND -- Gudok, No 103, 28 Aug 40

Night freight operations are increasing on the USSR railroad systems. The Moscow-Donbass System, where 98 percent of all coal loaded is loaded through hoppers, has for a long time been executing 42 percent of its fuel dispatching during night time. The Ordzhonikidze System is now doing 43 percent of its loading and 41 percent of its unloading at night. The Moscow Inner Belt Line is doing about one half of its freight and train operations between 1800 and 0600 hours. The South Donets System is now doing up to 40 percent of its unloading at night.

MOBILITY-CHU RR LINE CONSTRUCTION PROGRESSES -- Kazakhstanskaya Pravda, No 148,
31 Jul 49

This year the length of finished line on the railroad between Mointy and Chu should reach 254 kilometers. The track for the future station of Kashkentenz, which lies on the northern section of the line on the Lake Balkhash shore will also be laid. At present basic operations are being carried out on the northern section. Rail is being laid 65 kilometers from the head point at Mointy.

Freight traffic has opened on the south end of the line, between the Brlik siding, which effects a junction with the Turkestan-Siberian railroad, and the station of Khan-Tau. Kokterekskiy Rayon. in Dzhambul Oblast, is now linked with the Turkestan-Siberian Railroad.

FAR EASTERN SYSTEM MAKES HALF MILLION PROFIT -- Tikhookeanskaya Zvezda, No 166,
16 Jun 49

The Far Eastern Railroad System has made considerable improvement in its financial position. It saved sufficient funds in the first 6 months of 1949 to cover the year's planned subsidy. The system realized above this sum more than 500,000 rubles in net profit. The administration has released and returned to the Ministry 1,300,000 rubles of working capital.

- 1 -

SECRET

SECRET

[illegible]

SECRET
SECF-T

50X1-HUM

TRANS-SIBERIAN RR OPERATIONS NEED IMPROVEMENT -- Gudok, No 102, 27 Aug 49

Trains operating on the Moscow-Vladivostok railroad line often encounter temperatures of 40 and 50 degrees below zero, which, with other difficult operating conditions, make the problem of running maintenance and repair of rolling stock complicated.

When necessary, heavy repair of cars is done en route without uncoupling. Journal bearings, wheel pairs, springs, and other parts are replaced. However, the poor organization of running repair of passenger cars often requires uncoupling for minor repairs, especially in the winter time. Cars are delayed because of minor defects which could easily be removed. In the stations of Kotel'nich, Sverdlovsk, and Ishim, passenger cars are uncoupled because of defective supporting springs.

Much could be done to avoid such occurrences by conducting high-quality preparation of the train before it begins its run. The system of repair on the Trans-Siberian Railroad is incorrect: preventive work is not done at the terminal points, especially at the depot of Pervaya Rechka.

Trans-Siberian trains make yearly runs which are 100 - 200 percent longer than those made by trains on other lines. However, wear on car parts is many times greater. In the course of a year cars of the Trans-Siberian trains must be overhauled more than once. Overhauling should not be confined to replacing the wheels. All truck and brake parts should undergo preventive repair. Although this increases the expenditures of the depots at the points of forming and turnaround of the trains, it saves money in the depots along the way, which should regulate brake cylinder rods, clean the transmission controls of ice and snow, and lubricate the running parts of the trucks, couplings, and buffers.

All these operations for maintaining cars on route should be continual; this is often not the case. Responsibility for running maintenance and repairs should be placed wherever locomotives are changed. Each phase of maintenance should be allotted to a specified point along the line which would be responsible for the condition of a given assembly or a given part of the car.

It is necessary to note also that the section stations of the Trans-Siberian route are not all equipped to do repair of passenger cars without uncoupling or to hoist them in order to change the wheel pairs or springs.

The depots at forming and turnaround points work separately and do running repair of cars independently one of another. The various stations should coordinate their work and use one set of regulations and norms for preventive repair. They should be given special funds independent of those for repair of cars from other lines.

A serious factor in the uncoupling of cars for repair, and as a result, disorganization of passenger traffic, could be eliminated by increasing the durability and resistance to wear of the running parts of cars. Cars should be equipped with more durable journal box covers, and the journals should be made only of steel. Elliptical springs and coils for the cars should be made of special types of steel. Rubber sheathing should be adopted for covering pedestals, slide blocks, and spring suspensions, in order to cut down on shock and noise.

Seamless rolled wheels, which are safer and more durable than tired wheels, should be widely introduced. However, plants producing seamless rolled wheels have not yet achieved a high quality. Metal on the surface of the rolling often chips off and there have been cases of large pieces breaking off: one wheel was discovered with a chip 119 millimeters long, 68 millimeters wide, and 13 millimeters thick. The metal cracks especially often in the winter months.

- 2 -

SECRET

SECRET

SECRET

SECRET

50X1-HUM

Cases of flattened wheels caused by sliding of the wheels upon improper braking are frequent; locomotive engineers often disregard the proper methods of using the brakes. Flattening is also often caused by maladjustment of the engineer's stopvalve, which produces a slow rate of discharge of the brake line; this happens most often in trains made up of all-metal cars having a 32-millimeter brake line tube and of regular cars having a 25-millimeter tube. The slowed discharge rate of the line does not allow gradual braking, and as a result, the engineer, upon approaching his stop, is forced to use the brakes full force. Sliding occurs when the rails are covered with snow or frost. A proper inspection of the engineer's valves in locomotive depots would eliminate much of this.

Control of the brakes of a passenger train would be facilitated by the adoption of the special locomotive brake of the system of Shavgulidze. Engineers of the Krasnoyarsk Depot have used this brake under winter conditions and have found it satisfactory.

SOUTHERN RR SYSTEM HINDERS NORTH DONETS -- Gudok, No 102, 26 Aug 49

The North Donets Railroad System complains that the Southern System is hindering its operations by failing to maintain normal delivery of empty freight cars to carry coal from the Donets Basin. Delivery of cars, in addition to being insufficient in many cases, is often unplanned and irregular. During the first quarter of the day, an average of 10.3 percent of the total number of cars are delivered; 17.6 percent of the total is delivered during the second quarter, 17.6 percent during the third quarter, and 54.5 percent during the last quarter. During 20 days of August, the North Donets System received only 30 percent of the planned number of empty cars from the Southern System. During the same period Osnova station sent only 23 trains of empty cars to the station of Antratsit, instead of the planned 40, and the majority of these cars came in transit from the Moscow-Kursk System. The empty freight car park of the Osnova section exceeds the norm daily by an average of 500 cars. However, disorganization in the operations department of the section, especially in the stations of Osnova, Kharkov-Balashovskiy, Iosevo, and Kharkov-Marshalling, is such that the North Donets System every day receives 200 - 300 cars less than are required.

WESTERN OKRUG REPORTS -- Sovetskaya Belorussiya, No 151, 31 Jul 49

In 1948 freight turnover in the Western Railroad Okrug increased 23 percent in comparison with 1947. Freight car turnaround time was accelerated in the okrug by more than 18 hours against the plan in 1948. During the first half of 1949 freight car turnaround was accelerated by 7.4 hours in comparison with the assignment on the Western Railroad System, and the Belorussian System accelerated it by almost 8 hours.

The more important stations and junctions of the Western Okrug systems have been equipped with radio marshalling-control equipment and the newest teletype-writer equipment. About 150 stations are equipped with route control installations. Two car-tippers have been put into operation in two reloading stations and another car-tipper will be put into operation this year. The station buildings at Gomel', Mogilev, Baranovich, Pinsk, and Minsk have been restored.

During the first half of 1949 average daily carloadings on Belorussian railroads increased 13 percent in comparison with the like period of 1948.

The Western and Brest-Litovsk railroad systems have achieved the average speed including stops planned for 1950.

- 3 -

SECRET

SECRET

SECRET
SECRET

50X1-HUM

During the first quarter of 1949 the Belorussian Railroad System reduced freight-handling costs 7.4 percent, as against the plan, and achieved more than 7 million rubles of above-plan profits. The Western System achieved more than 1.5 million rubles of above-plan profits during the first quarter.

- E N D -

- 4 -

SECRET
SECRET